

**CHAPTER 118
MILWAUKEE HARBOR, RIVER AND BRIDGES**

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118-1. Left Bank of the Milwaukee River. The dock and wharf line of the left bank of the Milwaukee River is hereby established as follows:

1. MILWAUKEE RIVER DAM TO N. MARSHALL STREET. Beginning at a point in the approximate center-line of the crest of the Milwaukee River dam, distant north 45 degrees, 40 minutes, 48 seconds west, 140.59 feet from a point on the west line of N. Warren Avenue extended northerly, said point being distant north 01 degree, 00 minutes, 22 seconds east 132.22 feet from the stone monument at the angle point in the west line of N. Warren Avenue, southerly of E. Boylston Street; running thence south 44 degrees, 37 minutes, 32 seconds west 139.27 feet to a point; running thence south 66 degrees, 14 minutes, 45 seconds west 104.03 feet to a point, being the northeasterly corner of the bulkhead protecting the outlet of the Milwaukee River flushing tunnel; running thence south 01 degree, 17 minutes, 10 seconds west 39.70 feet to a point distant north 72 degrees, 50 minutes, 28 seconds east 28.36 feet along the dock line from a point on the division line between lots 8 and 9 extended northerly, of block A. Partition of s.w. 1/4 of n.e. 1/4 section 21, township 7 north, range 22 east, said point being distant 340.00 feet northerly from the north line of E. Kane Place; running thence south 72 degrees, 50 minutes, 28 seconds west 283.74 feet to a point on the division line between lots 14 and 15, extended northerly, of said block A, said point being distant 263.00 feet northerly from the north

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line of E. Kane Place; running thence south 86 degrees, 21 minutes, 50 seconds west 478.56 feet to a point on the division line between lots 26 and 27 of said block A, said point being distant 203.00 feet northerly from the northerly line of E. Kane Place; running thence south 83 degrees, 30 minutes, 21 seconds west 668.77 feet to a point on a line which is parallel to the division line between water lots 9 and 10, Hubbard and Pearson's addition, n.w. 1/4 section 21, township 7 north, range 22 east, said point being distant 150.00 feet from the southwest corner of said water lot 10; running thence south 64 degrees, 49 minutes, 30 seconds west 265.10 feet to a point on a line parallel to and distant 46.84 feet northeasterly from the northeasterly line of North Marshall Street, said point being distant 201.45 feet from the northwesterly line of N. Water Street; running thence south 49 degrees, 11 minutes, 12 seconds west 96.37 feet to a point on the southwesterly line of N. Marshall Street, distant 208.00 feet northwesterly from the northwesterly line of N. Water Street.

2. N. MARSHALL STREET TO E. OGDEN AVENUE. Beginning at a point on the southwesterly line of N. Marshall Street, distant 208.00 feet northwesterly from the northwesterly line of N. Water Street; running thence south 50 degrees, 29 minutes, 12 seconds west 260.02 feet to a point; running thence south 49 degrees, 03 minutes, 56 seconds west 354.76 feet to a point on the division line between water lots 33 and 34 of said Hubbard and Pearson's addition, said point being distant 256.06 feet northwesterly from the northwesterly line of N. Water Street; running thence 44 degrees, 02 minutes, 12 seconds west 388.67 feet to a point on a line which is parallel to and distant 88.59 feet southwesterly from the division line between water lots 39 and 40 of said Hubbard and Pearson's addition, said point being distant 248.18 feet northwesterly from the northwesterly line of N. Water Street; running thence south 45 degrees, 42 minutes, 51 seconds west 604.78 feet to a point on the north line of East Brady Street, said point being distant 357.00 feet from the northwesterly corner of N. Water Street and E. Brady Street; running thence south 45 degrees, 13 minutes, 06 seconds west 308.03 feet to a point on the division line between lots 10 and 11, block F, Hathaway's subdivision of s.w. 1/4 section 21,

township 7 north, range 22 east, said point being distant 200.00 feet northwesterly from the northwesterly line of N. Water Street; running thence south 30 degrees, 43 minutes, 15 seconds west 602.45 feet to a point; running thence south 32 degrees, 13 minutes, 54 seconds west 227.56 feet to a point; running thence south 30 degrees, 43 minutes, 15 seconds west 200.00 feet to a point; running thence south 28 degrees, 21 minutes, 05 seconds west 145.12 feet to a point on the former northeasterly line of East Lyon Street, distant 160.00 feet northwesterly from the northwesterly line of N. Water Street; running thence south 53 degrees, 41 minutes, 07 seconds west 799.28 feet to a point on the northeasterly line of E. Ogden Avenue, distant 112.00 feet northwesterly from the northwesterly line of N. Water Street, extended southwesterly.

3. E. OGDEN AVENUE TO E. JUNEAU AVENUE. Beginning at a point on the northeasterly line of E. Ogden Avenue distant 112.00 feet northwesterly from the northwesterly line of N. Water Street, extended southwesterly; running thence south 55 degrees, 12 minutes, 45 seconds west 80.08 feet to a point on the southwesterly line of E. Ogden Avenue, distant 91.28 feet northwesterly from the westerly corner of N. Edison Street and East Ogden Avenue, running thence south 51 degrees, 55 minutes, 58 seconds west 58.00 feet to a point on a line which is parallel to and distant 15.08 feet northeasterly from the division line between lots 1 and 2, block 147, southeast fraction of section 20, township 7 north, range 22 east, said point being distant 100.74 feet northwesterly from the northwesterly line of N. Edison Street; running thence south 43 degrees, 39 minutes, 39 seconds west 117.75 feet to a point on a line parallel to and distant 18.13 feet northeasterly from the division line between lots 4 and 5 of said block 147, said point being distant 114.37 feet northwesterly from the northwesterly line of N. Edison Street; running thence south 37 degrees, 39 minutes, 44 seconds west 133.65 feet to a point on a line parallel to and distant 4.49 feet northeasterly from the division line between lots 7 and 8 of said block 147, said point being distant 115.89 feet northwesterly from the northwesterly line of N. Edison Street; running

thence south 29 degrees, 39 minutes, 07 seconds west 247.19 feet to a point on the north line of E. Knapp Street, distant 105.00 feet from the northwest corner of N. Edison Street and E. Knapp Street; running thence south 19 degrees, 07 minutes, 52 seconds west 212.37 feet to a point on the division line between lots 3 and 4, block 154, southeast fraction of section 20, township 7 north, range 22 east, said point being distant 110.00 feet west of the west line of N. Edison Street; running thence south 00 degrees, 08 minutes, 28 seconds west 239.69 feet to a point on the north line of E. Juneau Avenue, distant 110.00 feet west of the west line of N. Edison Street.

4. E. JUNEAU AVENUE TO E. WELLS STREET. Beginning at a point on the north line of E. Juneau Avenue, distant 110.00 feet west of the west line of N. Edison Street; running thence south 05 degrees, 20 minutes, 30 seconds west 79.27 feet to a point on the former south line of E. Juneau Avenue, distant 100.00 feet west from the westerly line of N. Edison Street extended northerly; running thence south 02 degrees, 42 minutes, 34 seconds east 560.37 feet to a point on the south line of E. Highland Avenue, distant 115.86 feet westerly from the westerly line of Edison Street; running thence south 07 degrees, 08 minutes, 48 seconds east 282.37 feet to a point on the former north line of E. State Street, distant 117.50 feet westerly from the westerly line of N. Edison Street; running thence south 06 degrees, 18 minutes, 43 seconds east 141.62 feet to a point on the extended south line of State Street Bridge, distant 482.14 westerly from the former southwest corner of E. State and N. Water Street; running thence south 21 degrees, 09 minutes, 52 seconds east 628.11 feet to a point on a line parallel to and distant 24.46 feet northerly from the division line between lots 3 and 4, block 47, plat of Milwaukee, n.e. 1/4 section 29, township 7 north, range 22 east, said point being distant 139.35 feet westerly from the westerly line of N. Edison Street; running thence south 25 degrees, 57 minutes, 55 seconds east 264.58 feet to a point on the northerly line of E. Wells Street, distant 132.00 feet westerly from the westerly line of N. Edison Street.

5. E. WELLS STREET TO E. MICHIGAN STREET. Beginning at a point on the northerly line of E. Wells Street, distant 132.00

feet westerly from the westerly line of N. Edison Street; running thence south 52 degrees, 54 minutes, 52 seconds east 91.36 feet to a point on the south line of E. Wells Street, distant 246.00 feet westerly from the westerly line of N. Front Street, measured along the south line of E. Wells Street; running thence south 42 degrees, 39 minutes, 01 second east 32.00 feet to a point on the north line of E. Mason Street, distant 115.00 feet westerly from the northwest corner of N. Front Street and E. Mason Street; running thence south 19 degrees, 57 minutes, 18 seconds east 205.71 feet to a point on the division line between lots 2 and 3, block 2, plat of Milwaukee, n.e. 1/4 section 29, township 7 north, range 22 east, distant 189.91 feet westerly of the west line of N. Water Street; running thence south 19 degrees, 21 minutes, 36 seconds east 186.45 feet to a point on the division line between lots 5 and 6 of said block 2, distant 143.00 feet westerly from the west line of N. Water Street; running thence south 07 degrees, 39 minutes, 11 seconds east 60.15 feet to a point on the north line of E. Wisconsin Avenue, distant 140.00 feet westerly from the west line of N. Water Street; running thence south 13 degrees, 11 minutes, 20 seconds east 101.20 feet to a point on the south line of E. Wisconsin Avenue, distant 125.00 feet westerly from the west line of N. Water Street; running thence south 07 degrees, 44 minutes, 12 seconds east 60.09 feet to a point; running thence south 04 degrees, 51 minutes, 56 seconds east 299.00 feet to a point on the north line of E. Michigan Street, distant 122.00 feet westerly from the west line of N. Water Street.

6. E. MICHIGAN STREET TO N. WATER STREET. Beginning at a point on the north line of E. Michigan Street, distant 122.00 feet westerly from the west line of N. Water Street; running thence south 04 degrees, 08 minutes, 10 seconds east 80.00 feet to a point on the south line of E. Michigan Street, distant 123.00 feet westerly from the west line of N. Water Street; running thence south 04 degrees, 44 minutes, 25 seconds east 229.64 feet to a point; running thence south 01 degree, 26 minutes, 14 seconds west 129.85 feet to a point on the north line of E. Clybourn Street, distant 137.00 feet westerly from the west line of N. Water Street; running thence south 02 degrees, 26 minutes, 51 seconds west 522.91

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feet to a point on the former south line of E. St. Paul Avenue, distant 181.00 feet westerly from the former southwest corner of N. Water Street and E. St. Paul Avenue; running thence south 06 degrees, 19 minutes, 34 seconds west 411.94 feet to a point on the south line of E. Buffalo Street, distant 144.00 feet westerly from the west line of N. Water Street; running thence south 10 degrees, 40 minutes, 47 seconds west 457.21 feet to a point on the south line of E. Chicago Street, distant 144.00 feet westerly from the west line of N. Water Street; running thence south 08 degrees, 56 minutes, 57 seconds west 179.74 feet to a point on a line which is parallel to and distant 19.66 feet southerly from the northerly line of lot 5, block 33, plat of Milwaukee, s.e. 1/4, section 29, township 7 north, range 22 east, said point being distant 138.57 feet westerly from the west line on N. Water Street; running thence south 18 degrees, 23 minutes, 33 seconds east 157.71 feet to a point; running thence south 58 degrees, 30 minutes, 19 seconds east 107.16 feet to a point on the easterly line of N. Water Street, distant 126.50 feet southerly from the southerly line of E. Erie Street.

7. N. WATER STREET TO HARBOR ENTRANCE. Beginning at a point on the easterly line of N. Water Street, distant 126.50 feet southerly from the southerly line of E. Erie Street; running thence south 61 degrees, 11 minutes, 14 seconds east 631.04 feet to a point; running thence south 52 degrees, 15 minutes, 16 seconds east 297.68 feet to a point; running thence south 46 degrees, 20 minutes, 58 seconds east 780.18 feet to a point on the northwesterly line of N. Jefferson Street, distant 117.70 feet southwestly from the southwestly corner of N. Jefferson Street and E. Erie Street, running thence south 32 degrees, 39 minutes, 20 seconds east 1,022.65 feet to a point distant south 49 degrees, 51 minutes, 55 seconds west 184.09 feet from the former southeast corner of E. Erie Street and E. Pier Street; running thence south 31 degrees, 52 minutes, 47 seconds east 232.53 feet to a point distant south 87 degrees, 49 minutes, 41 seconds west 420.05 feet from United States monument 305; running thence south 65 degrees, 55 minutes, 30 seconds east 47.50 feet to a point distant south 84 degrees, 38 minutes, 31 seconds west 378.03 feet from United States

monument 305; running thence north 87 degrees, 14 minutes, 03 seconds east 111.33 feet to a point at the southwestly corner of the north pier of the harbor entrance distant south 83 degrees, 33 minutes, 38 seconds west 266.86 feet from the United States monument 305.

118-2. Milwaukee River (Right Bank of).

1. MILWAUKEE RIVER DAM TO E. WALNUT STREET. Beginning at a point on the westerly abutment in the approximate centerline of the crest of the Milwaukee River dam, distant south 45 degrees, 40 minutes, 48 seconds east 100.00 feet from the southeasterly line of N. Commerce street; running thence south 45 degrees, 02 minutes, 07 seconds west 149.72 feet to a point on the division line between canal lots 78 and 79 of plat of lots 2 and 3, northwest 1/4 section 21, township 7 north, range 22 east, said point being distant 115.00 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 60 degrees, 34 minutes, 04 seconds west 222.90 feet to a point on the division line between canal lots 74 and 75 of said plat of lots 2 and 3, said point being distant 130.00 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 79 degrees, 32 minutes, 23 seconds west 551.46 feet to a point on the division line between canal lots 64 and 65 of said plat of lots 2 and 3, said point being distant 191.00 feet southerly from the southerly line of N. Commerce street; running thence south 81 degrees, 22 minutes, 04 seconds west 273.03 feet to a point on the centerline of canal lot 59 of said plat of lots 2 and 3, said point being distant 187.00 feet southerly from the southeasterly line of N. Commerce street; running thence south 83 degrees, 36 minutes, 10 seconds west 212.93 feet to a point on a line parallel to and distant 4.95 feet easterly from the division line between canal lots 54 and 55 of said plat of lots 2 and 3, said distance being measured along the southeasterly line of N. Commerce street, said point being distant 151.23 feet southerly from the southeasterly line of N. Commerce street; running thence south 79 degrees, 55 minutes, 41 seconds west 86.23 feet to a point on a line parallel to and distant 22.79 feet westerly from the division line between canal lots 52 and 53 of said plat of

lots 2 and 3, said point being distant 136.86 feet southeasterly from the southeasterly line of N. Commerce street, running thence south 73 degrees, 16 minutes, 05 seconds west 138.97 feet to a point on a line parallel to and distant 14.88 feet northeasterly from the division line between canal lots 48 and 49 of said plat of lots 2 and 3, said point being distant 128.03 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 65 degrees, 15 minutes, 42 seconds west 101.99 feet to a point on a line parallel to and distant 12.91 feet northeasterly from the division line between lots 46 and 47 of said plat of lots 2 and 3, said point being distant 126.08 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 61 degrees, 48 minutes, 43 seconds west 102.00 feet to a point on a line parallel to and distant 39.00 feet southwesterly from the division line between canal lots 45 and 46, said point being distant 130.26 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 55 degrees, 04 minutes, 00 seconds west 79.01 feet to a point on a line which is parallel to and distant 33.76 feet southwesterly from the division line between canal lots 43 and 44 of said plat of lots 2 and 3, said point being distant 133.59 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 51 degrees, 19 minutes, 07 seconds west 494.71 feet to a point on the division line between canal lots 32 and 33 of said plat of lots 2 and 3, distant 133.33 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 44 degrees, 44 minutes, 04 seconds west 1002.46 feet to a point; running thence south 45 degrees, 55 minutes, 31 seconds west 297.15 feet to a point; running thence south 37 degrees, 21 minutes, 58 seconds west 257.40 feet to a point; running thence south 31 degrees, 47 minutes, 24 seconds west 472.53 feet to a point on the northeasterly line of E. Walnut street, distant 478.56 feet southeasterly from the easterly corner of N. Commerce street and E. Walnut street.

2. E. WALNUT STREET TO W. MCKINLEY AVENUE. Beginning at a point on the northeasterly line of E. Walnut street, distant 478.56 feet southeasterly from the easterly corner of N. Commerce street and E. Walnut street; running thence south 29

degrees, 51 minutes, 10 seconds west 81.10 feet to a point on the southwesterly line of E. Walnut street, distant 120.00 feet southeasterly from the former southeasterly line of N. Cape street; running thence south 39 degrees, 32 minutes, 10 seconds west 864.64 feet to a point on the southerly line of lot 7, block 18; plat of the town of Milwaukee on the west side of the river, southeast 1/4, section 20, township 7 north, range 22 east, said point being distant 120.00 feet southeasterly from the former southeasterly line of N. Cape street; running thence south 58 degrees, 10 minutes, 27 seconds west 445.85 feet to a point; running thence north 66 degrees, 55 minutes, 38 seconds west 187.78 feet to a point; running thence south 23 degrees, 44 minutes, 48 seconds west 380.07 feet to a point; running thence south 23 degrees, 16 minutes, 48 seconds west 462.85 feet to a point on the northeasterly line of W. McKinley avenue distant 149.50 feet southeasterly from the southeasterly line of N. Commerce street.

3. W. MCKINLEY AVENUE TO W. HIGHLAND AVENUE. Beginning at a point on the northeasterly line of E. McKinley avenue distant 149.50 feet southeasterly from the southeasterly line of N. Commerce street; running thence south 24 degrees, 22 minutes, 27 seconds west 25.85 feet to a point on the south line of W. McKinley avenue, distant 161.00 feet easterly from the easterly line of N. Third street; running thence south 01 degree, 15 minutes, 43 seconds west 424.51 feet to a point on the north line of W. Juneau avenue distant 157.40 feet easterly from the east line of N. Third street; running thence south 01 degree, 44 minutes, 45 seconds east 80.09 feet to a point on the former south line of W. Juneau avenue, distant 161.00 feet easterly from the east line of N. Third street; running thence south 00 degrees, 54 minutes, 26 seconds west 421.94 feet to a point on the north line of W. Highland avenue distant 160.44 easterly from the east line of N. Third street; running thence south 03 degrees, 42 minutes, 56 seconds west 80.09 feet to a point on the south line of W. Highland avenue distant 156.41 feet easterly from the east line on N. Third street.

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4. W. HIGHLAND AVENUE TO W. WELLS STREET. Beginning at a point on the south line of W. Highland avenue distant 156.41 feet easterly from the east line of N. Third street; running thence south 02 degrees, 06 minutes, 58 seconds west 200.14 feet to a point on the north line of the alley in block 48, plat of the town of Milwaukee on the west side of the river, northeast 1/4, section 29, township 7 north, range 22 east, said point being distant 152.00 feet easterly from the east line of N. Third street; running thence south 00 degrees, 59 minutes, 44 seconds west 286.40 feet to a point being 14.00 feet northerly from the south line of W. State street, distant 150.09 feet easterly from the east line of N. Third street; running thence south 24 degrees, 14 minutes, 27 seconds east 171.59 feet to a point; running thence south 26 degrees, 25 minutes, 21 seconds east 348.87 feet to a point; running thence south 32 degrees, 41 minutes, 38 seconds east 112.30 feet to a point on the north line of the north alley in block 57, plat of the town of Milwaukee on the west side of the river, and distant 119.00 feet northeasterly from the northeasterly line of N. Plankinton avenue; running thence south 35 degrees, 14 minutes, 55 seconds east, 140.73 feet to a point on the division line between lots 7 and 8 of said block 57, distant 126.58 feet northeasterly from the northeasterly line of N. Plankinton avenue; running thence south 34 degrees, 15 minutes, 10 seconds east 61.01 feet to a point on the south line of the south alley in said block 57 and distant 128.81 feet northeasterly from the northeasterly line of N. Plankinton avenue, running thence south 32 degrees, 41 minutes, 38 seconds east 240.90 feet to a point on the southeasterly line of W. Wells street, distant 131.00 feet northeasterly from the northeasterly line of N. Plankinton avenue.

5. W. WELLS STREET TO W. MICHIGAN STREET. Beginning at a point on the southeasterly line of W. Wells street, distant 131.00 feet northeasterly from the northeasterly line of N. Plankinton avenue; running thence south 32 degrees, 59 minutes, 44 seconds east 360.69 feet to a point on the southeasterly line of the southeasterly alley in block 58, plat of the town of Milwaukee on the west side of the river, northeast 1/4, section 29, township 7 north, range 22 east, and distant 136.00 feet northeasterly from the

northeasterly line of N. Plankinton avenue; running thence south 34 degrees, 40 minutes, 06 seconds east 255.02 feet to a point on the north line of W. Wisconsin avenue, distant 175.00 feet easterly from the northeast corner of N. Plankinton avenue and W. Wisconsin avenue; running thence south 18 degrees, 36 minutes, 46 seconds east 84.57 feet to a point on the south line of W. Wisconsin avenue, distant 168.00 feet easterly from the east line of N. Plankinton avenue; running thence south 00 degrees, 39 minutes, 59 seconds west 120.00 feet to a point; running thence south 02 degrees, 55 minutes, 46 seconds east 254.40 feet to a point; running thence south 04 degrees, 32 minutes, 20 seconds east 46.93 feet to a point on the north line of W. Michigan street, distant 189.53 feet easterly from the east line of N. Plankinton avenue.

6. W. MICHIGAN STREET TO MENOMONEE RIVER. Beginning at a point on the north line of W. Michigan street, distant 189.53 feet easterly from the east line of N. Plankinton avenue; running thence south 32 degrees, 36 minutes, 54 seconds east 95.34 feet to a point on the south line of W. Michigan street, distant 242.00 feet easterly from the east line of N. Plankinton avenue; running thence south 00 degrees, 46 minutes, 24 seconds west 420.88 feet to a point on the north line of W. Clybourn street, distant 242.00 feet easterly from the east line of N. Plankinton avenue; running thence south 28 degrees, 27 minutes, 23 seconds west 90.79 feet to a point on the south line of W. Clybourn street, distant 200.00 feet easterly from the east line of N. Plankinton avenue; running thence south 08 degrees, 43 minutes, 25 seconds west 506.69 feet to a point on the former south line of W. Fowler street, distant 128.00 feet easterly from the former southeast corner of N. Plankinton avenue and W. Fowler street; running thence south 15 degrees, 54 minutes, 43 seconds west 785.67 feet to a point being the intersection of the right bank of the Milwaukee River and the left bank of the Menomonee River, and distant 272.87 feet from a point on the easterly line of N. Plankinton avenue extended southwesterly, said point being 590.23 feet from the northeast corner of W. Buffalo street and N. Plankinton avenue; running thence south 05 degrees, 04 minutes, 51 seconds east 230.80 feet across the mouth of the Menomonee River to a point,

said point being the intersection of the right bank of the Milwaukee River and the right bank of the Menomonee River.

7. MENOMONEE RIVER TO E. PITTSBURGH AVENUE. Beginning at the intersection of the right bank of the Milwaukee River with the right bank of the Menomonee River, said point being distant 479.68 feet northerly from the north line of W. Seeboth street and 51.70 feet westerly from the west line of S. First street extended; running thence south 00 degrees, 32 minutes, 12 seconds west 203.12 feet to a point 276.56 feet northerly from the north line of W. Seeboth street, and 51.70 feet westerly from the west line of S. First street extended; running thence south 24 degrees, 46 minutes, 13 seconds east 149.28 feet to a point; running thence north 89 degrees, 35 minutes, 51 seconds east 187.79 feet to a point on the west line of S. Ferry street extended distant 145.58 feet northerly from the north line of E. Seeboth street; running thence north 82 degrees, 11 minutes, 19 seconds east 94.10 feet to a point; running thence south 58 degrees, 44 minutes, 26 seconds east 392.00 feet to a point; running thence south 55 degrees, 42 minutes, 20 seconds east 153.33 feet to a point; running thence south 55 degrees, 05 minutes, 48 seconds east 156.38 feet to a point on the northwesterly line of E. Pittsburgh avenue distant 113.74 feet northeasterly from the northeasterly line of S. Water street; running thence south 40 degrees, 46 minutes, 42 seconds east 80.01 feet to a point on the southeasterly line of E. Pittsburgh avenue, distant 113.04 feet northeasterly from the northeasterly line of S. Water street.

8. E. PITTSBURGH AVENUE TO E. BRUCE STREET. Beginning at a point on the southeasterly line of W. Pittsburgh avenue, distant 113.04 feet northeasterly from the northeasterly line of S. Water street, running thence south 39 degrees, 52 minutes, 17 seconds east 343.34 feet to a point on the northwesterly line of lot 1, block 64, subdivision of lots 3 and 5, northwest 1/4, section 33, township 7 north, range 22 east, and distant 141.68 feet northeasterly from the northeasterly line of S. Water street; running thence south 40 degrees, 11 minutes, 51 seconds east 348.31 feet to a point; running thence south 76 degrees, 00 minutes, 00 seconds east 11.97 feet to a point; running thence south 40 degrees, 11 minutes, 51 seconds east 96.25 feet to a point on the former southeasterly line of lot 9 in said block 64, and distant 210.97 feet northeasterly from the northeasterly line of S.

Water street; running thence south 35 degrees, 46 minutes, 04 seconds east 114.90 feet to a point; running thence south 30 degrees, 19 minutes, 42 seconds east 74.46 feet to a point on a line which is parallel to and distant 58.10 feet southeasterly from the southeasterly line of lot 2, block 65, subdivision of lots 3 and 5, northwest 1/4, section 33, township 7 north, range 22 east, said point being distant 215.33 feet northeasterly from the northeasterly line of S. Water street; running thence south 31 degrees, 13 minutes, 40 seconds east 653.81 feet to a point on a line parallel to and distant 5.68 feet northwesterly from the northwesterly line of lot 6, block 66, of said subdivision of lots 3 and 5, said point being distant 203.03 feet northeasterly from the northeasterly line of S. Water street; running thence south 12 degrees, 38 minutes, 40 seconds east 256.02 feet to a point on the northerly line of E. Bruce street, distant 121.30 feet from the northeast corner of S. Water street and E. Bruce street.

118-3. Kinnickinnic River (Left Bank of). 1. The dock and wharf line of the left bank of the Kinnickinnic River in the vicinity of E. Greenfield avenue is established as follows: Beginning at a point in the dock and wharf line, being distant 1603.32 feet easterly along the township line from the northwest corner of section 4, township 6 north, range 22 east and 68.76 feet northerly at right angles to the township line; running thence north 8 degrees, 19 minutes, 55 seconds west 202.01 feet to a point; running thence north 35 degrees, 27 minutes, 20 seconds west 154.06 feet to a point, said point being station number 20 of the government survey of 1906.

2. Commencing at the northwest corner of the northwest 1/4 of section 4, township 6 north, range 22 east; running thence north 89 degrees, 56 minutes, 29 seconds east 405.45 feet along the north line of said 1/4 section to a point; running thence south 00 degrees, 46 minutes, 58 seconds west 16.00 feet to a point; running thence north 89 degrees, 56 minutes, 29 seconds east 1164.53 feet to the point of beginning of bulkhead line being described; running thence south 21 degrees, 32 minutes, 49 seconds west 825.49 feet along the bulkhead line to its terminus.

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118-3.2. Kinnickinnic River (Westerly and Northwesterly Dock Line of). Commencing at station A of the westerly dock line of the Kinnickinnic river, being station number 22 of the westerly dock line of the Milwaukee river, being also a point distant 1604.32 feet easterly along township line from the northwest corner of northwest 1/4, section 4, township 6 north, range 22 east, and 68.78 feet northerly at right angles to township line; running thence southwesterly 1296.16 feet to a point which is the intersection of the center line of the Chicago and Northwestern Railway Co. right of way with the former dock line between stations C and D as created by subdivision C of ordinance file number 8011, passed December 21, 1914; thence south 20 degrees, 52 minutes, 35 seconds west 1802.33 feet to station D; thence south 44 degrees, 54 minutes, 37 seconds west, 85.78 feet to station east; thence south 61 degrees, 05 minutes, 0 seconds west, 360.00 feet to station F, being a point on the easterly line of S. Kinnickinnic avenue; thence south 68 degrees, 28 minutes, 50 seconds west, 125.82 feet to station G, being a point on the east line of the right of way of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company; thence north 85 degrees, 18 minutes, 08 seconds west, 591.33 feet to station H, being a point on the east line of S. First street; thence north 88 degrees, 45 minutes, 21 seconds west, 76 feet to station I, being a point on the west line of S. First street; thence south 81 degrees, 29 minutes, 26 seconds west, 800 feet to station J; thence south 1 degree, 19 seconds west, 1114.02 feet to station K; thence south 31 degrees, 45 minutes, 18 seconds east, 1379.45 feet to station L; thence south 00 degrees, 49 minutes, 16 seconds west, 898.56 feet to station M, being a point 1208 feet south of the center line of W. Lincoln avenue or the south line of the southeast 1/4 of section 5, township 6 north, range 22 east.

118-4. Kinnickinnic River (Right Bank of). The dock and wharf line of the right bank of the Kinnickinnic River is established as follows:

1. W. BECHER STREET TO S. FIRST STREET. Beginning at a point on the right bank of the Kinnickinnic River in the former north line of W. Becher street south 89 degrees, 42 minutes, 19 seconds west, 665.70 feet from

the northeast corner of S. First and E. Becher streets; running thence north 00 degrees, 29 minutes, 47 seconds west, 448.54 feet to a point; running thence north 81 degrees, 20 minutes, 06 seconds east, 609.85 feet to a point on the west line of S. First street; running thence south 89 degrees, 00 minutes, 20 seconds east, 76.00 feet to a point on the east line of S. First street distant north 00 degrees, 59 minutes, 40 seconds east, 535.74 feet from the northeast corner of S. First and E. Becher streets;

2. S. FIRST STREET TO S. KINNICKINNIC AVENUE. Beginning at a point in the east line of S. First street distant north 00 degrees, 59 minutes, 40 seconds east, 535.74 feet from the northeast corner of S. First and E. Becher streets; running thence south 79 degrees, 31 minutes, 09 seconds east, 558.39 feet to a point on the west line of section 4, township 6 north, range 22 east; distant south 00 degrees, 53 minutes, 55 seconds west, 865.23 feet from the northwest corner of the southwest 1/4 of said section 4; continuing thence south 79 degrees, 31 minutes, 09 seconds east, 80.48 feet to a point; running thence north 50 degrees, 52 minutes, 58 seconds east, 132.37 feet to a point on the westerly line of S. Kinnickinnic avenue, distant north 21 degrees, 28 minutes, 30 seconds west, 227.54 feet from an angle point in the westerly line of S. Kinnickinnic avenue near E. Stewart street.

3. S. KINNICKINNIC AVENUE TO CHICAGO AND NORTHWESTERN RAILWAY. Beginning at a point on the westerly line of S. Kinnickinnic Avenue, distant north 21 degrees, 18 minutes, 30 seconds west 227.54 feet from an angle point in the westerly line of S. Kinnickinnic avenue near E. Stewart street; running north 45 degrees, 54 minutes, 44 seconds east 71.50 feet to a point in the easterly line of S. Kinnickinnic avenue; running thence north 56 degrees, 15 minutes, 03 seconds east 544.73 feet to a point; running thence north 28 degrees, 57 minutes, 26 seconds east 81.75 feet to a point; running thence north 26 degrees, 00 minutes, 40 seconds east 410.77 feet to a point on the south line of the northwest 1/4 section 4, township 6 north, range 22 east, distant south 89 degrees, 47 minutes, 45 seconds east 892.27 feet along the south line of the northwest 1/4 of said section 4 from the

southwest corner of the northwest 1/4 of said section 4; running thence north 17 degrees, 01 minute, 35 seconds east 86.71 feet to a point; running thence north 20 degrees, 45 minutes, 27 seconds east 1150.06 feet to a point on the center line of the Chicago and Northwestern Railway Company's northbound main, distant north 39 degrees, 07 minutes, 14 seconds west 2070.82 feet from the east line of the southwest 1/4 of section 4.

4. CHICAGO AND NORTHWESTERN RAILWAY TO TOWN LINE. Beginning at a point in the center line of the Chicago and Northwestern Railway Company's northbound main, distant north 39 degrees, 07 minutes, 14 seconds west 2070.82 feet from the east line of the southwest 1/4 of section 4, township 6 north, range 22 east; running thence north 39 degrees, 07 minutes, 14 seconds west 1.71 feet to a point in the Chicago and Northwestern Railway Company's right-of-way; running thence north 20 degrees, 44 minutes, 47 seconds east 611.41 feet to a point; running thence north 32 degrees, 34 minutes, 35 seconds east 795.30 feet to a point; running thence north 89 degrees, 56 minutes, 29 seconds east 232.00 feet to a point; running thence north 23 degrees, 57 minutes, 37 seconds west 105.01 feet to a point on the town line (section line) north line of section 4, distant north 89 degrees, 56 minutes, 29 seconds east 2124.27 feet from the northwest corner of section 4.

5. TOWN LINE TO HARBOR ENTRANCE. Beginning at a point on the town line distant north 89 degrees, 56 minutes, 29 seconds east 2124.27 feet from the northwest corner of section 4; running thence north 23 degrees, 57 minutes, 37 seconds west 1870.26 feet to a point; running thence to the right along a curve having a radius of 184.94 feet for an arc distance of 191.81 feet to a point; running thence north 35 degrees, 27 minutes, 51 seconds east 721.97 feet to a point; running thence to the right along a curve having a radius of 297.09 feet for an arc distance of 231.86 feet to a point in the harbor entrance.

118-5. Left Bank of the Menomonee River. The bulkhead line of the left bank of the Menomonee River is established as follows:

1. W. CANAL STREET TO N. 25TH STREET. Beginning at a point on the section line between sections 30 and 31, township 7 north, range 22 east, said point being distant south 89 degrees, 53 minutes, 47 seconds east 75.44 feet from the southwest corner of said section 30; running thence north 16 degrees, 37 minutes, 28 seconds east 292.77 feet to a point; running thence north 64 degrees, 59 minutes, 36 seconds east 351.27 feet to a point distant north 00 degrees, 13 minutes, 05 seconds east 429.75 feet from a point on the south line of the aforementioned section 30, said point being distant south 89 degrees, 53 minutes, 47 seconds east 475.91 feet from the southwest corner of said section 30; running thence north 77 degrees, 14 minutes, 36 seconds east 230.25 feet to a point distant north 00 degrees, 13 minutes, 05 seconds east 481.00 feet from a point on the south line of the aforementioned section 30, said point being distant south 89 degrees, 53 minutes, 47 seconds east 700.28 feet from the southwest corner of said section 30.

2. N. 25TH STREET TO N. MUSKEGO AVENUE. Beginning at a point distant north 00 degrees, 13 minutes, 05 seconds east 481.00 feet from a point on the south line of section 30, township 7 north, range 22 east, said point being distant south 89 degrees, 53 minutes, 47 seconds east 700.28 feet from the southwest corner of said section 30; running thence north 83 degrees, 29 minutes, 59 seconds east 799.99 feet to a point distant north 00 degrees, 13 minutes, 05 seconds east 537.00 feet from a point on the south line of the aforementioned section 30, said point being distant north 89 degrees, 53 minutes, 47 seconds west 1,145.20 feet from the southeast corner of the southwest 1/4 of said section 30; running thence south 89 degrees, 53 minutes, 47 seconds east 1,145.20 feet to a point on the 1/4 line of said section 30; continuing thence south 89 degrees, 53 minutes, 47 seconds east 1,354.72 feet to a point distant north 00 degrees, 13 minutes, 56 seconds east 573.00 feet from a point on the south line of the aforementioned section 30, said point being distant north 89 degrees, 53 minutes, 47 seconds west 1,283.75 feet from the southeast corner of said Section 30; running thence south 89 degrees, 42 minutes, 10 seconds east 984.53 feet to a point; running

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thence south 44 degrees, 42 minutes, 09 seconds east 38.18 feet to a point on the northwesterly line of N. Muskego avenue distant south 33 degrees, 01 minute, 56 seconds west 366.37 feet along the northwesterly line of said street from the angle point near W. Mt. Vernon avenue.

3. N. MUSKEGO AVENUE TO N. 6TH STREET. Beginning at a point on the northwesterly line of N. Muskego avenue distant south 33 degrees, 01 minute, 56 seconds west 366.37 feet along the northwesterly line of said street from the angle point near W. Mount Vernon avenue; running thence south 33 degrees, 01 minute, 56 seconds west 94.85 feet along the northwesterly line of N. Muskego Avenue to a point; running thence south 71 degrees, 23 minutes, 27 seconds east 365.03 feet to a point distant north 00 degrees, 13 minutes, 56 seconds east 347.21 feet from a point on the south line of section 29, township 7 north, range 22 east, said point being distant south 89 degrees, 38 minutes, 08 seconds east 22.77 feet from the southwest corner of said section 29; running thence south 89 degrees, 38 minutes, 08 seconds east 1,612.14 feet to a point distant north 00 degrees, 13 minutes, 56 seconds east 347.21 feet from a point on the south line of the aforementioned section 29, said point being distant north 89 degrees, 38 minutes, 08 seconds west 1,004.02 feet from the southeast corner of the southwest 1/4 of said section 29; running thence north 69 degrees, 28 minutes, 48 seconds east 347.33 feet to a point; running thence north 00 degrees, 13 minutes, 56 seconds east 308.00 feet to a point distant south 00 degrees, 10 minutes, 19 seconds west 183.01 feet from a point on the centerline of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's right-of-way, said point being distant north 89 degrees, 43 minutes, 31 seconds west 678.40 feet along said centerline of right-of-way from a point on the 1/4 line of the aforementioned section 29 and distant north 00 degrees, 10 minutes, 19 seconds east 963.10 feet from the southeast corner of the southwest 1/4 of said section 29; running thence south 87 degrees, 04 minutes, 45 seconds east 86.50 feet to a point; running thence north 79 degrees, 23 minutes, 08 seconds east 52.94 feet to a point; running thence south 86 degrees, 34 minutes, 24

seconds east 540.87 feet to a point on the 1/4 line of the aforementioned section 29, said point being distant north 00 degrees, 10 minutes, 19 seconds east 756.36 feet from the southwest corner of the southeast 1/4 of said section 29.

4. N. 6TH STREET TO THE MILWAUKEE RIVER. Beginning at a point on the 1/4 line of section 29, township 7 north, range 22 east distant north 00 degrees, 10 minutes, 19 seconds east 756.36 feet from the southwest corner of the southeast 1/4 said section 29; running thence south 87 degrees, 02 minutes, 42 seconds east 840.99 feet to a point; running thence south 89 degrees, 02 minutes, 02 seconds east 288.83 feet to a point; running thence south 66 degrees, 31 minutes, 29 seconds east 405.68 feet to a point on the northwesterly line of N. Plankinton avenue distant south 23 degrees, 29 minutes, 28 seconds west 254.92 feet from the angle point on the northwesterly line of said street, said angle point being south 27 degrees, 34 minutes, 37 seconds west 441.00 feet from the southwest corner of W. St. Paul avenue and N. Plankinton avenue; running thence south 62 degrees, 25 minutes, 33 seconds east 316.92 feet to a point; running thence north 62 degrees, 39 minutes, 25 seconds east 30.95 feet to a point being the intersection of the right bank of the Milwaukee River and the left bank of the Menomonee River distant south 62 degrees, 25 minutes, 23 seconds east 272.87 feet from a point on the southeasterly line of N. Plankinton avenue extended, said point being distant south 27 degrees, 34 minutes, 37 seconds west 590.23 feet from the northeast corner of W. Buffalo street and N. Plankinton avenue.

118-5.1 Left Bank of the South Menomonee Canal. The bulkhead line of the left bank of the South Menomonee Canal is established as follows:

1. EASTERLY TO S. 6TH STREET. Beginning at the northwest corner of the South Menomonee Canal distant north 89 degrees, 53 minutes, 47 seconds west 167.22 feet from a point on the section line between section 31 and 32, township 7 north, range 22 east, said point being distant south 00 degrees, 11 minutes, 01 second west 1,057.00 feet from the northeast corner of said section 31; running thence south 89 degrees, 53 minutes, 47

seconds east 167.22 feet to a point on the east line of the aforementioned section 31; running thence south 89 degrees, 38 minutes, 08 seconds east 562.25 feet to a point; running thence south 00 degrees, 11 minutes, 01 second west 3.00 feet to a point; running thence south 89 degrees, 38 minutes, 08 seconds east 579.69 feet to a point; running thence north 00 degrees, 11 minutes, 01 second east 3.00 feet to a point; running thence south 89 degrees, 38 minutes, 08 seconds east 50.00 feet to a point distant south 89 degrees, 38 minutes, 08 seconds east 1,191.94 feet from a point on the west line of the aforementioned section 32, said point being distant south 00 degrees, 11 minutes, 01 second west 1,057.00 feet from the northwest corner of said section 32; running thence north 83 degrees, 26 minutes, 32 seconds east 679.84 feet to a point; running thence north 82 degrees, 32 minutes, 23 seconds east 203.64 feet to a point distant south 00 degrees, 13 minutes, 42 seconds west 947.34 feet from a point on the north line of the aforementioned section 32, said point being distant north 89 degrees, 38 minutes, 08 seconds west 569.29 feet from the northeast corner of the northwest 1/4 of section 32; running thence north 56 degrees, 01 minute, 42 seconds east 292.75 feet to a point distant south 00 degrees, 13 minutes, 43 seconds west 782.22 feet from a point on the north line of the aforementioned section 32, said point being distant north 89 degrees, 38 minutes, 08 seconds west 327.16 feet from the northeast corner of the northwest 1/4 of said section 32; running thence north 55 degrees, 08 minutes, 43 seconds east 280.24 feet to a point; running thence north 74 degrees, 03 minutes, 24 seconds east 101.87 feet to a point on the east line of the northwest 1/4 of the aforementioned section 32 distant south 00 degrees, 13 minutes, 42 seconds west 592.00 feet from the northeast corner of the northwest 1/4 of said section 32.

2. EASTERLY FROM S. 6TH STREET. Beginning at a point on the left bank of the South Menomonee Canal and on the east line of the northwest 1/4 of section 32, township 7 north, range 22 east, said point being distant south 00 degrees, 13 minutes, 42 seconds west 592.00 feet from the northeast corner of the northwest 1/4 of said section 32; running thence north 74 degrees, 03 minutes, 24 seconds east 37.48 feet to a point on the east line of S. 6th Street distant south 89 degrees, 46 minutes, 18 seconds east 36.00 feet from a point on the west line of the

northeast 1/4 of the aforementioned section 32, said point being distant south 00 degrees, 13 minutes, 42 seconds west 581.56 feet from the northwest corner of the northeast 1/4 of said section 32; running thence north 00 degrees, 13 minutes, 42 seconds east 31.22 feet along the east line of S. 6th Street to a point; running thence north 74 degrees, 01 minute, 00 seconds east 548.26 feet to a point; running thence north 35 degrees, 26 minutes, 15 seconds east 238.89 feet to a point; running thence north 00 degrees, 10 minutes, 19 seconds east 201.70 feet to a point on the north line of the aforementioned section 32, distant south 89 degrees, 44 minutes, 25 seconds east 700.00 feet from the northwest corner of the northeast 1/4 of said section 32; continuing thence north 00 degrees, 10 minutes, 19 seconds east 580.00 feet to a point being the intersection of the left bank of the South Menomonee Canal and the right bank of the Menomonee River.

118-5.2. Left Bank of the Burnham Canal. The bulkhead line of the left bank of the Burnham Canal is established as follows: Beginning at the northwest corner of the Burnham Canal distant north 89 degrees, 29 minutes, 41 seconds west 788.81 feet from a point on the section line between section 31 and 32, township 7 north, range 22 east, said point being distant south 00 degrees, 11 minutes, 01 second west 1,745.50 feet from the northeast corner of said section 31; running thence south 89 degrees, 29 minutes, 41 seconds east 788.81 feet to a point on the section line between the aforementioned sections 31 and 32; continuing thence south 89 degrees, 29 minutes, 41 seconds east 1,423.85 feet to a point; running thence north 34 degrees, 24 minutes, 34 seconds east 698.61 feet to a point distant south 00 degrees, 16 minutes, 16 seconds west 1,170.13 feet to a point on the north line of the aforementioned section 32, said point being distant north 89 degrees, 38 minutes, 08 seconds west 820.38 feet from the northeast corner of the northwest 1/4 of said section 32; running thence north 00 degrees, 16 minutes, 16 seconds east 48.00 feet to a point being the intersection of the left bank of the Burnham Canal and the right bank of the South Menomonee Canal.

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118-6. Right Bank of the Menomonee River.

The bulkhead line of the right bank of the Menomonee River is established as follows:

1. W. CANAL STREET TO N. 25TH STREET. Beginning at a point on the section line between sections 30 and 31, township 7 north, range 22 east, said point being distant south 89 degrees, 53 minutes, 47 seconds east 221.47 feet from the southwest corner of said section 30; running thence north 16 degrees, 37 minutes, 28 seconds east 188.37 feet to a point; running thence north 64 degrees, 59 minutes, 36 seconds east 273.37 feet to a point distant north 00 degrees, 13 minutes, 05 seconds east 296.61 feet from a point on the south line of the aforementioned section 30, said point being distant south 89 degrees, 53 minutes, 47 seconds east 521.98 feet from the southwest corner of said section 30; running thence north 77 degrees, 14 minutes, 36 seconds east 226.44 feet to a point distant north 00 degrees, 13 minutes, 05 seconds east 347.01 feet from a point on the south line of the aforementioned section 30, said point being distant south 89 degrees, 53 minutes, 47 seconds east 742.64 feet from the southwest corner of said section 30.

2. N. 25TH STREET TO N. 13TH STREET. Beginning at a point distant north 00 degrees, 13 minutes, 05 seconds east 347.01 feet from a point on the south line of section 30, township 7 north, range 22 east, said point being distant south 89 degrees, 53 minutes, 47 seconds east 742.64 feet from the southwest corner of said section 30; running thence north 83 degrees, 29 minutes, 46 seconds east 747.38 feet to a point distant north 00 degrees, 13 minutes, 05 seconds east 433.00 feet from a point on the south line of the aforementioned section 30, said point being distant north 89 degrees, 53 minutes, 47 seconds west 1,155.10 feet from the southeast corner of the southwest 1/4 of said section 30; running thence south 89 degrees, 53 minutes, 47 seconds east 1,155.10 feet to a point on the 1/4 line of said section 30; continuing thence south 89 degrees, 53 minutes, 47 seconds east 1,375.59 feet to a point distant north 00 degrees, 13 minutes, 05 seconds east 433.00 feet from a point on the south line of the aforementioned section 30, said point being distant north 89 degrees, 53 minutes, 47 seconds east 1,375.59 feet from

the southwest corner of the southeast 1/4 of said section 30; running thence south 87 degrees, 09 minutes, 01 second east 686.82 feet to a point distant north 00 degrees, 13 minutes, 56 seconds east 400.09 feet from a point on the south line of the aforementioned section 30, said point being distant north 89 degrees, 53 minutes, 47 seconds west 576.74 feet from the southeast corner of said section 30; running thence south 71 degrees, 23 minutes, 27 seconds east 607.73 feet to a point on the east line of the aforementioned section 30, distant north 00 degrees, 13 minutes, 56 seconds east 207.20 feet from the southeast corner of said section 30.

3. N. 13TH STREET TO N. 6TH STREET. Beginning at a point on the west line of section 29, township 7 north, range 22 east distant north 00 degrees, 13 minutes, 56 seconds east 207.20 feet from the southwest corner of said section 29; running thence south 89 degrees, 38 minutes, 08 seconds east 1,660.41 feet to a point distant north 00 degrees, 13 minutes, 56 seconds east 207.20 feet from a point on the south line of the aforementioned section 29, said point being distant north 89 degrees, 38 minutes, 08 seconds west 978.53 feet from the southeast corner of the southwest 1/4 of said section 29; running thence north 69 degrees, 28 minutes, 51 seconds east 696.04 feet to a point; running thence north 69 degrees, 28 minutes, 42 seconds east 106.90 feet to a point distant north 00 degrees, 10 minutes, 19 seconds east 493.43 feet from the south line of the aforementioned section 29, said point being distant north 89 degrees, 38 minutes, 08 seconds west 227.16 from the southeast corner of the southwest 1/4 of said section 29; running thence north 69 degrees, 28 minutes, 43 seconds east 242.82 feet to a point on the 1/4 line of the aforementioned section 29, said point being distant north 00 degrees, 10 minutes, 19 seconds east 580.00 feet from the southwest corner of the southeast 1/4 of said section 29.

4. N. 6TH STREET TO THE MILWAUKEE RIVER. Beginning at a point on the 1/4 line of section 29, township 7 north, range 22 east distant north 00 degrees, 10 minutes, 19 seconds east 580.00 feet from the southwest corner of the southeast 1/4 of said section 29; running thence south 89 degrees, 44 minutes, 25 seconds east 700.00 feet to a

point being the intersection of the right bank of the Menomonee River and the left bank of the South Menomonee Canal; running thence south 68 degrees, 24 minutes, 50 seconds east 320.62 feet across the mouth of the South Menomonee Canal to a point being the intersection of the right bank of the Menomonee River and the right bank of the South Menomonee Canal; running thence south 80 degrees, 27 minutes, 00 seconds east 470.57 feet to a point on the west line of S. 2nd street distant north 00 degrees, 17 minutes, 00 seconds east 387.43 feet from a point on the south line of the aforementioned section 29, said point being distant south 89 degrees, 44 minutes, 25 seconds east 1,462.01 feet from the southwest corner of the southeast 1/4 of said section 29; running thence south 61 degrees, 52 minutes, 49 seconds east 417.21 feet to a point being the intersection of the right bank of the Menomonee River and the right bank of the Milwaukee River.

118-6.1 Right Bank of the South Menomonee Canal. The bulkhead line of the right bank of the South Menomonee Canal is established as follows:

1. **EASTERLY TO S. 6TH STREET.** Beginning at the southwest corner of the South Menomonee Canal distant north 89 degrees, 53 minutes, 47 seconds west 167.22 feet from a point on the section line between sections 31 and 32, township 7 north, range 22 east, said point being distant south 00 degrees, 11 minutes, 01 second west 1,197.00 feet from the northeast corner of said section 31; running thence south 89 degrees, 53 minutes, 47 seconds east 167.22 feet to a point on the east line of the aforementioned section 31; running thence south 89 degrees, 38 minutes, 08 seconds east 1,199.92 feet to a point; running thence north 83 degrees, 26 minutes, 32 seconds east 621.22 feet to a point being the intersection of the right bank of the South Menomonee Canal and the left bank of the Burnham Canal distant south 00 degrees, 16 minutes, 16 seconds west 1,122.13 feet from a point on the north line of the aforementioned section 32, said point being distant north 89 degrees, 38 minutes, 08 seconds west 820.38 feet from the northeast corner of the northwest 1/4 of said section 32; running thence south 64 degrees, 31 minutes, 34 seconds east

169.06 feet across the mouth of the Burnham Canal to a point being the intersection of the right bank of the South Menomonee Canal and the right bank of the Burnham Canal; running thence north 49 degrees, 35 minutes, 03 seconds east 82.83 feet to a point distant south 00 degrees, 13 minutes, 42 seconds west 1,139.77 feet from a point on the north line of the aforementioned section 32, said point being distant north 89 degrees, 38 minutes, 08 seconds west 605.45 feet from the northeast corner of the northwest 1/4 of said section 32; running thence north 56 degrees, 11 minutes, 34 seconds east 432.94 feet to a point distant south 00 degrees, 13 minutes, 42 seconds west 896.60 feet from a point on the north line of the aforementioned section 32, said point being distant north 89 degrees, 38 minutes, 08 seconds west 246.68 feet from the northeast corner of the northwest 1/4 of said section 32; running thence north 55 degrees, 10 minutes, 35 seconds east 257.36 feet to a point on the west line of S. 6th Street; running thence north 74 degrees, 03 minutes, 24 seconds east 37.48 feet to a point on the east line of the northwest 1/4 of the aforementioned section 32 distant south 00 degrees, 13 minutes, 42 seconds west 737.77 feet from the northeast corner of the northwest 1/4 of said section 32.

2. **EASTERLY FROM S. 6TH STREET.** Beginning at a point on the right bank of the South Menomonee Canal and on the east line of the northwest 1/4 of section 32, township 7 north, range 22 east, said point being distant south 00 degrees, 13 minutes, 42 seconds west 737.77 feet from the northeast corner of the northwest 1/4 of said section 32; running thence north 74 degrees, 03 minutes, 24 seconds east 37.48 feet to a point on the east line of S. 6th Street distant south 89 degrees, 46 minutes, 18 seconds east 36.00 feet from a point on the west line of the northeast 1/4 of the aforementioned section 32, said point being distant south 00 degrees, 13 minutes, 42 seconds west 727.33 feet from the northwest corner of the northeast 1/4 of said section 32; running thence south 00 degrees, 13 minutes, 42 seconds west 26.03 feet along the east line of S. 6th Street to a point; running thence south 74 degrees, 01 minute, 00 seconds east 837.83 feet to a point; running thence north 00 degrees, 10 minutes, 19 seconds east 518.99 feet to a

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point on the north line of the aforementioned section 32, distant south 89 degrees, 44 minutes, 25 seconds east 840.00 feet from the northwest corner of the northeast 1/4 of said section 32; continuing thence north 00 degrees, 10 minutes, 19 seconds east 317.18 feet to a point; running thence north 30 degrees, 11 minutes, 15 seconds east 91.01 feet to a point; running thence north 59 degrees, 26 minutes, 00 seconds east 131.42 feet to a point being the intersection of the right bank of the South Menomonee Canal and the right bank of the Menomonee River.

118-6.2. Right Bank of the Burnham Canal.

The bulkhead line of the right bank of the Burnham Canal is established as follows: Beginning at the southwest corner of the Burnham Canal distant north 89 degrees, 29 minutes, 41 seconds west 825.69 feet from a point on the section line between sections 31 and 32, township 7 north, range 22 east, said point being distant south 00 degrees, 11 minutes, 01 second west 1,875.50 feet from the northeast corner of said section 31; running thence south 89 degrees, 29 minutes, 41 seconds east 825.69 feet to a point on the section line between the aforementioned section 31 and 32; continuing thence south 89 degrees, 29 minutes, 41 seconds east 1,468.05 feet to a point; running thence north 63 degrees, 33 minutes, 42 seconds east 62.17 feet to a point; running thence north 34 degrees, 24 minutes, 30 seconds east 793.14 feet to a point being the intersection of the right bank of the Burnham Canal and the right bank of the South Menomonee Canal distant south 49 degrees, 15 minutes, 03 seconds west 82.83 feet from a point, said point being distant south 00 degrees, 13 minutes, 42 seconds west 1,139.77 feet from a point on the north line of the aforementioned section 32 and distant north 89 degrees 38 minutes, 08 seconds west 605.45 feet from the northeast corner of the northwest 1/4 of said section 32.

118-7. Dock Construction. 1. PLANS TO BE FILED WITH BOARD OF HARBOR COMMISSIONERS. Every person, firm or corporation before proceeding with the construction, erection, rebuilding, alteration or repair of any dock along the banks of any navigable river, public canal or water slip within

the corporate limits of the city shall, subject to the approval of the board of harbor commissioners, file with said board drawings, plans and specifications sufficient to enable the board to obtain full and complete information as to the extent and character of the work to be done, which said drawings, plans and specifications shall conform with the standard plans and specifications on file in the office of the board governing the construction, erection, rebuilding, alteration or repair of any dock along the banks of any navigable river, public canal or water slip in the city.

2. BOARD TO APPROVE PLANS.

If the drawings, plans and specifications indicate to said board of harbor commissioners that the work to be done is not in all respects in accordance with the standard plans and specifications on file in the office of the board of harbor commissioners governing the construction, erection, rebuilding, alteration or repair of any dock along the banks of any river, public canal or water slip in said city, the said board shall refuse to approve the same until such drawings, plans and specifications shall have been made to conform in every respect to said plans and specifications on file in the office of said board of harbor commissioners. Thereafter such work shall be done and performed under the supervision and direction of said board of harbor commissioners.

118-8. Docks to Conform to Standard Plans.

1. TYPES OF DOCKS. a. The substructure of all docks hereafter built or constructed along the navigable portion of any rivers, canals, slips or basins connected with or a part of the Milwaukee harbor shall conform to either plan no. 1 or plan no. 2, bearing date April 1, 1925, and approved by and on file with the board of harbor commissioners. The superstructure of all docks hereafter built or constructed according to plan No. 1 shall be of concrete.

b. The superstructure of all docks hereafter constructed according to plan no. 2 shall be of wood.

c. For steel sheet piling dock walls, the top elevation of wall shall be at least 2 feet 10 inches above city datum, and the steel shall penetrate the subsoil in accordance with the design which shall bear the stamp or seal of a registered professional engineer as defined in

s. 443.01, Wis. Stats. Ladders of one inch diameter steel rungs, or larger, shall be placed at intervals of not more than 100 feet. Docks between 50 and 100 feet in length shall be provided with at least one ladder.

2. REPAIR OF EXISTING DOCKS.

The superstructures of docks existing on April 1, 1925, may be repaired with like materials, but any rebuilding thereof shall be in accordance with sub. 1; provided, however, that no existing superstructure shall be rebuilt or replaced unless the piling and sheeting of the substructure shall be found, upon examination by the board of harbor commissioners, to be of such construction and dimensions as to protect the adjoining river bank from caving in by squeezing under the lower edge of the sheeting or be forcing the substructure beyond the established dock line, and no repairs shall be made to the superstructure of any dock unless the substructure shall be deemed by the board of harbor commissioners suitable and of such strength as shall warrant such repairs being made.

3. PERMITS. a. Permits for the building and repair of docks shall comply with s. 118-7 and this section.

b. Whenever the board of harbor commissioners shall require any applicant for a permit to pull sheeting or piling so that the examination contemplated in sub. 2 may be made, it shall be the duty of the applicant to pull specimen piles and sheet piles at locations indicated by the board of harbor commissioners.

c. See ss. 81-42, 81-43 and 81-43.5 for the required permit fees or the required engineering survey fee.

d. The fees for each such permit or survey shall be paid before such permit is issued or such engineering survey is commenced.

4. PENALTY. Any person, firm or corporation who shall fail to obtain a permit for the construction, erection, rebuilding, alteration or repair of any dock when required to do so by s. 118-7 and this section, or who shall fail to comply with the inspection requirement of sub. 3, shall upon conviction thereof forfeit to the city a penalty of not less than \$50 nor more than \$500, and in default of payment thereof shall be imprisoned in the county jail or house of correction of Milwaukee county not less than 10 days nor more than 90 days.

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118-9. Dock Construction Variances, etc.

1. BOARD OF APPEALS. The board of harbor commissioners is vested with the powers of a board of appeals whenever a petition shall be presented to it, as hereinafter set forth, seeking a variance with respect to the requirements of s. 118-1 to 118-9 as amended and in existence on May 1, 1962, which relate to dock lines, dock repairs or alterations.

2. TO FILE PETITION. Whenever it shall appear that literal compliance with said sections of the code will result in unnecessary hardship or will be impractical, a person affected by such circumstances may file a petition with the board of harbor commissioners seeking a variance with respect to the enforcement of the provisions of said sections. The board shall thereupon schedule a hearing on such petition, and it shall determine whether or not literal enforcement of the provisions of the sections of the code complained of will result in difficulty or unnecessary hardship, and that strict compliance would be impractical. The petition shall recite such facts as may be appropriate in order for the board to make a thorough investigation, and the board may call upon the petitioner for an explanation or for the submission of such facts or documents as the board shall deem appropriate so as to complete its investigation.

3. APPROVAL REQUIRED. If the board shall determine that a variance from the provisions complained of will not adversely affect the public interest, and that compliance with such provisions would result in practical difficulty or unnecessary hardship, and if the board shall also so determine that the spirit of the section of the code applicable thereto will be observed and that the safety and welfare of the public will be maintained and that substantial justice will be achieved, then the board shall recommend to the common council that a variance shall be granted, subject to such conditions as the board may deem applicable; and the common council shall thereupon determine whether such variances shall be granted, and if the common council grants such variance it shall instruct the board to prepare and issue the same.

4. PROCEDURE. The board is authorized to determine the procedure with respect to holding hearings on a petition seeking a variance and may establish reasonable rules and regulations providing for such procedure.

118-14. Removal of Sand, etc., Prohibited. No person shall take, remove or carry away any stone, sand or earth from the beach or from the water within 300 feet of high water mark, along or near the shore of Lake Michigan between the extreme northern limit and extreme southern limit of the city, under a penalty of not less than \$25 nor more than \$100.

118-15. No Dumping in Lake or Rivers.

1. PERMIT REQUIRED. It shall be unlawful for any person, firm or corporation, in person or by its agent, employe or servant, to conduct, place, cast, throw, deposit or cause to be conducted, thrown or deposited in or upon any of the waters or ice surfaces of Lake Michigan, or in any river, canal or public water within the jurisdiction of the city, any kind of earth, sand or other heavy substance or substances, filth, manure, dirt, rubbish, ashes, sewage, garbage, waste articles or trade wastes, or refuse or offal of any kind whether liquid or solid, or diesel oil, fuel oil, blackoil, lubricating oil or gasoline; provided, that this section shall not apply to substances or articles deposited or conducted into the city sewage through lawful drains in accordance with the ordinances of the city; and provided further that nothing in this section shall prohibit the dumping of stone, brick, earth, sand, ashes, cinders or other inorganic sinkable substance within the prescribed boundaries as set forth by the federal engineers of the Chicago district, and that a permit first be obtained from the commissioner of public works.

2. PENALTY. Any person, firm or corporation who shall violate sub. 1 shall on conviction of such violation be fined not less than \$5 nor more than \$200, and in default of payment thereof shall be imprisoned in the house of correction of Milwaukee county for not less than 10 days nor more than 90 days. Such person, firm or corporation shall be deemed guilty of a separate and distinct offense for every day during which such violation shall continue.

118-16. Restriction Along Water's Edge. 1. NO

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DUMPING OF LOOSE MATERIAL. No person or persons and no corporation, agent, servant or employe of any person or corporation shall place, pile, throw or maintain, or suffer, allow or permit to be placed, piled, thrown or maintained any crushed stone, coal, gravel, sand, ashes, dirt or other loose material within 3 feet of the water's edge of any navigable waters within the city.

2. NO LUMBER TO PROJECT. No person and no corporation, agent, servant or employe of any person or corporation shall place, pile or maintain or suffer, allow or permit to be placed, piled or maintained any lumber or other material in such manner as to project over the dock line of any navigable waters within the city.

3. PENALTY. Any person or persons or any corporation, agent, servant or employe of any person or corporation who shall violate any of the provisions of this section shall upon conviction thereof be fined by a fine of not less than \$10 nor more than \$50 for each offense, together with the costs of the action, and on failure to pay such fine shall be imprisoned in the house of correction of Milwaukee county for not less than 10 nor more than 30 days.

118-19. No Building to Encroach. **1. UPON BANKS OF MILWAUKEE RIVER.** It shall be unlawful for any person, firm or corporation, in person or by his or its agent, employe or servant, to place any obstruction, or to erect or cause to be erected any building or permanent structure of any kind encroaching upon the waters, banks or shores of the Milwaukee river above the dam.

2. PENALTY. Any person, firm or corporation who shall violate this section shall on conviction of such violation be fined not less than \$5 nor more than \$50 with the costs of prosecution, or shall be imprisoned in the house of correction of Milwaukee county for not less than 15 nor more than 90 days for each and every offense.

118-21. Rules for Vessels Lying in Harbor.

1. PERSONS IN CHARGE. No vessel, craft or float shall be left in the harbor without having on board or being in charge of some competent person to control, manage and secure the same, without first obtaining permission from the harbor master.

2. LIGHT AT NIGHT. Every vessel, craft or float shall have kept on board during the night time a light in a conspicuous place; and all fires which may be kept on board of such vessel, craft or float shall at dark be extinguished, or so guarded as to insure safety from fire.

3. VESSEL TO BE FASTENED. No vessel, craft or float shall be suffered to lie in the harbor adrift or insecurely fastened.

4. NOT TO OBSTRUCT. No vessel, craft or float shall obstruct the channel or be moored or anchored so as to prevent the passage of any other vessel, craft or float; nor shall it be so moored or anchored as to range against, injure, interfere with or hinder the opening or closing of any bridge.

5. WHILE ENGINE OPERATING. No vessel, craft or float, while moored or anchored, shall work its engines; provided that the master or other person in charge of a vessel, craft or float, may work its engines for the purpose of testing them. If he shall keep some person so stationed that he can observe approaching vessels and at the same time signal the engineer to stop the engine, such person shall signal to keep the engine at rest, and it shall be kept at rest, while any approaching vessel, craft or float is within a distance of 200 feet.

6. BRIDGE PIERS. No vessel, craft or float shall be fastened to the protection piers of bridges, bridge approaches or piles driven for the protection of bridge piers or approaches.

7. PROTECTION OF PIERS. It shall be unlawful to fasten any craft or vessel of any description to protection piers of bridges, bridge approaches or piles driven for the protection of bridge piers or approaches in the city.

118-23. Underwater Cables. **1. VESSELS NOT TO ANCHOR OVER ELECTRIC CABLES.** No dredge or vessel shall within the city anchor over any electric cable belonging to the city, or remove any such cable or part thereof, without the consent of the superintendent of the police and fire alarm systems of the city having first been given to the owners thereof.

2. VESSELOWNERSTOPAYCOST OF REPAIR. Any person or corporation who shall injure, remove or damage any such cable without consent shall pay to the city the cost of repairing.

3. INCLUDED IN CONTRACT. On all contracts with the city of Milwaukee, the provisions of this section above shall be considered part thereof and shall be considered as assented to by any and all contractors.

118-26. Authority to Move Vessels. 1. TO PREVENT BLOCKADE, ETC. The harbor master shall have the power to move any vessel, craft or float while moored in the harbor, whether receiving or discharging cargo or otherwise, when he deems it necessary to do so to facilitate the movement of other vessels, craft or float. He shall also have the power to stop at any time or place such vessels, craft or floats as may be proceeding up or down the harbor, so as to prevent a jam or blockade; and to fasten, raise or move any vessel, craft or float insecurely fastened, adrift or sunken.

2. ORDERING VESSEL TO MOVE. Whenever it shall be necessary to move, fasten or raise any vessel, craft or float in order to carry out the provisions of sub. 1, the harbor master shall notify the owner, master or other person who may be in charge thereof to move, fasten or raise such vessel, craft or float without delay. If the harbor master shall be unable to find the master, owner, or person in charge of such vessel, craft or float, or any person answering such description, after a reasonable search he shall not be required to give said notice, but shall forthwith move, fasten or raise such vessel, craft or float.

3. OWNER TO PAY EXPENSE. All costs and expenses of moving, fastening or raising any vessel, craft or float shall be a lien upon the said vessel, craft or float, and the proper city officers are authorized and empowered to enforce the payment of such lien in the manner provided by law. The owner or owners of any vessel, craft or float shall also be personally liable for all such costs and expenses to be recovered by the city in suit as in personal action.

118-29. Harbor Master Powers. 1. AUTHORITY OVER OUTER HARBOR. So far as it does not conflict with the authority exercised by the government of the United States, the harbor

master shall have the same jurisdiction and authority and the same power in or over the outer harbor and all vessels, craft or floats moored or navigating therein as are herein given him in or over the inner harbor and the vessels, crafts or floats moored and navigating therein.

2. POWER TO COMPEL ASSISTANCE. The harbor master is authorized and empowered to call to his aid any tug, boat or crew, or other vessels and men, to assist him in the removal of vessels or the performance of any of his duties, and he is authorized and empowered to take any tug, vessel, craft or float that may be necessary for this purpose, and compel the assistance of any crew that he may deem necessary to carry into effect his orders.

3. POWER TO MAKE RULES. The harbor master shall have the power to make such further rules and regulations as he may deem necessary to carry into effect the provisions of this section and to properly perform the duties thereby devolved upon him.

4. PENALTY. Any person who shall resist the harbor master or any person acting for him in the execution of his duties hereunder, and any person who shall fail, neglect or refuse to comply with the lawful orders of the harbor master shall upon conviction thereof be subject to a fine of not less than \$10 nor more than \$100, or by imprisonment in the house of correction of Milwaukee county for not to exceed 90 days.

118-30. Duties of the Harbor Master; Power of Arrest. 1. It shall be the duty of the harbor master to carry into effect the provisions of ch. 118 and, in general, to give such orders and directions relative to the location, change of place or station, manner of moving in or using the harbor, of all vessels, craft or float lying, moving or laid up in the harbor, whether in use or not in use, as may be necessary to promote good order in the harbor and the safety and convenience of all vessels, crafts and floats therein, or to expedite the conduct of business dependent thereon, and especially at all times to keep the channels free and clear for the passage of the tugs of the fire department.

2. The harbor master shall have power to make arrests and to call to his aid the police department for the purpose of enforcing his orders.

118-33. Control of City Docks. 1. USE OF CITY DOCKS, ETC. The municipal port director, or the chief of police at the request of the port

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director, is authorized and directed to give such orders or directions, including the posting of appropriate signage prohibiting unauthorized use, as he or she shall deem proper and necessary to prevent the use of any street-end or alley-end wharves and docks which are owned or controlled by the city of Milwaukee by any boat, vessel or other craft belonging to any person, firm or corporation, excepting the use thereof by any person, firm or corporation to whom a lease or license for such wharves or docks may be granted by the proper city authorities under s. 118-47 or the use of any wharf or dock which is designated by resolution of the common council for transient use between the hours of 6 a.m. and 12 p.m. and subject to such further restrictions as may be imposed by the common council. The municipal port director or chief of police may order the removal at any time from said wharves and docks of any boat, vessel or other craft.

2. PENALTY. Any master or owner or other person or any officer, manager or agent of any corporation having in charge or in his or her control any boat, vessel or other craft, excepting the person, firm or corporation expressly excepted in sub. 1, who shall neglect or refuse to comply with any order or directions of the municipal port director or chief of police authorized by this section, shall for each offense on conviction thereof be liable for a penalty of not less than \$100 nor more than \$500, or in default of payment thereof not less than 4 nor more than 20 days imprisonment in the house of correction of Milwaukee county; and each and every day of 24 hours for which such neglect or refusal shall continue shall be deemed as a separate offense.

118-34. Harbor Master to Enforce State Statute Requirements. It shall be the duty of the harbor master to establish a water safety patrol for the purpose of enforcing ss. 30.50 to 30.80, Wis. Stats. Officers patrolling the waters as part of a water safety patrol unit may stop and board any boat for the purpose of enforcing ss. 30.50 to 30.80, Wis. Stats., or any rules or ordinances enacted pursuant thereto, if there is a reasonable cause to believe there is a violation of such sections, rules or ordinances.

118-35. Control of Vessel Traffic. 1. VESSELS TO REMAIN IN OUTER HARBOR. During the season of navigation and when the inner harbor is crowded so that the channels are in danger of being obstructed, arriving vessels shall remain in the outer harbor until their docks are ready to receive them.

2. N. MENOMONEE CANAL TRAFFIC. No vessel, craft or float shall be laid up in any part of the N. Menomonee canal during the season of navigation; and no vessel, craft or float consigned to a dock in said canal shall go west of the ship yard at the so-called 6th Street bridge until her dock is ready to receive her, and as soon as unloaded, if it be during the season of navigation, she shall immediately move out of the said canal.

3. CONTROL OF HOISTS, ETC. Dock foremen must swing their hoists out of the way promptly whenever vessels leave their docks, or when not in use; and all persons in charge of any vessel, craft or float shall cause all fenders and all other things projecting over the side of such vessel, craft or float to be pulled up and kept out of the way when not actually in use.

118-38. Vessel Signals to Open Bridge, etc. All vessels, crafts or floats, while navigating, lying or being within that part of Milwaukee which is within the limits of the city, or while navigating, lying or being within any of the rivers of navigable waters within the limits of the city, are prohibited from blowing any steam whistle, for any purpose whatever, except:

1. THREE BLASTS. That when it shall be necessary for them to pass through any bridge within the limits of the city - other than the bridge across the Menomonee river, at the foot of N. Plankinton avenue, and the railroad bridge located about one half block east of the last mentioned bridge, the railroad bridge of the Chicago and Northwestern railroad across the Kinnickinnic river, between Kinnickinnic avenue and S. First street, the Cherry street bridge and the Kinnickinnic avenue bridge - they may give 3 short blasts of the whistle, each blast not to exceed 2 seconds in length, as a signal for such bridge to open.

2. FOUR BLASTS. And as a signal for opening the bridge across the Menomonee river, and the 2 railroad bridges, and the Kinnickinnic avenue bridge, they may give 4 short blasts of the whistle, each blast not to exceed 2 seconds in length.

3. TWO BLASTS. And as a signal for opening Cherry street bridge they may give 2 short blasts of the whistle, each blast not to exceed 2 seconds in length.

4. AS SIGNAL ONLY. Provided, however, that no tug, propeller or steamboat shall sound her whistle while occupying the draw of any bridge in this city, or within 100 feet thereof, unless the same shall be blown by a steamer, propeller or tug lying at a dock as the signal for the opening of the next nearest bridge.

5. FIVE LONG BLASTS, FIRE. Provided, however, that in the event of a fire occurring on board any vessel, except vessels under way, or on the dock to which such vessel is moored, such vessel may sound 5 prolonged blasts of from 4 to 6 seconds duration each on the whistle or siren as an alarm indicating such fire. Such signal may be repeated at intervals to attract attention. It shall be illegal to use such signal for any other purpose. Such signal shall not be used as a substitute for, but may be used in addition to, other means of reporting a fire. Nothing contained herein shall be construed to prohibit the blowing of whistles by any vessel, craft or float in compliance with applicable federal or state law or rules.

118-39. Penalty, General. The owner or other person in charge of any vessel, craft or float, or any other person violating any of the provisions of ss. 118-21, 118-35, 118-38 and 118-47, unless otherwise provided, shall upon conviction thereof be fined not less than \$10 nor more than \$100 for each offense; and the obstruction of any channel in violation of the terms of this chapter for each period of 24 hours or part thereof shall be considered a separate offense. Every vessel, craft or float, whose owner, master or other person in charge shall become liable as herein provided, shall also be chargeable with the payment of said penalty, and the same shall be and constitute a lien upon such vessel, craft or float, to be enforced as provided by law.

118-40. Damage to Bridges. 1. BY VESSEL. Whenever any person having charge of any vessel, craft or float shall wish to move the same through the drawbridge of any bridge, reasonable time shall be allowed for the opening of the same; and any person who shall move any vessel, craft or float against any bridge or the center or protection piers thereof, before the same shall be opened, to the injury thereof, and any person who shall otherwise, through willfulness or negligence, run any vessel, craft or float into any of the piers, cribs or docks of the harbor at the straight-cut, or into any bridge abutment thereof, or allow such vessel, craft or float to be driven or run into such piers, cribs, docks, bridge or abutment, or who shall take any stones from the crib for ballast or any other purpose, shall be subject to a penalty of \$500 for each offense, and shall in addition be liable for all damages thus caused.

2. PENALTY. Any vessel, craft or float, whose owner, master or other person in charge shall become liable as aforesaid, shall also be chargeable with the payment of the said penalty and the said damages, and said amounts shall be and constitute a lien on said vessel, craft or float, to be enforced as provided by law.

118-41. Boats on Milwaukee River Above Dam.

1. BOATS PROPELLED BY HAND. All canoes, rowboats and other craft propelled by hand, while navigating the Milwaukee river from the dam to the northern limits of the city, shall follow a right-hand course, in the channels between the respective shores and lines midway between the shore and the center line of the river, except when making or leaving a landing.

2. BOATS PROPELLED OTHERWISE. All boats propelled otherwise than by hand, while navigating the Milwaukee river from the dam to the northern limits of the city, shall, when going up or down said river, keep in the center of the river, in a course or channel extending in width from the center line of the river to the lines midway between the center line and the respective shores of the river, except when making or leaving a landing.

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3. MOTOR VEHICLES NOT TO BE DRIVEN ON ICE. No person or persons shall use or operate any automobile or other motor vehicle upon the ice of the Milwaukee river from the dam to the northern limits of the city, nor upon the ice surfaces of any public skating rink in the city, except where the use and operation of such automobile or motor vehicle is necessary and actually and lawfully being used by those engaged in the business of harvesting ice.

4. SPEED AND LIGHT REGULATIONS ON BOATS. a. No boat, launch or other craft propelled by steam, gasoline, petroleum, electricity or other motive power shall pass up or down the Milwaukee river above the dam and within the limits of the city at a greater rate or speed than 6 miles per hour.

b. Each such boat, launch or power craft shall have and display at all times between the hours of sunset and sunrise red and green signal lights, fitted with inboard screens so as to prevent them from being seen across the bow, and of such character as to be visible on a dark night with a clear atmosphere at a distance of at least one mile, and so constructed as to show uniformly a permanent light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globe shall not be less than 6 inches in diameter and 5 inches in the clear.

5. PENALTY. Any captain, owner, mate or other person in charge or control of any boat, launch, craft or motor vehicle described in this section who shall violate the provisions herein shall be punished for each offense by a fine of not less than \$5 nor more than \$25, or by imprisonment in the house of correction of Milwaukee county for a period not to exceed 20 days.

118-47. Use of City Docking Facilities.

1. GENERAL PROHIBITION. Except as provided herein, it shall be unlawful for any person to tie up or moor any vessel, craft or float at any street or alley end in the city, except that stone, wood, lumber and other materials and articles which are or may be purchased by the city for its use may be delivered to such locations if agreed upon at the time of the making of the contract therefor.

2. NON-CITY USE. Notwithstanding the provisions of sub. 1, if the city owns or controls docking facilities at street or alley ends, the common council may, acting in accordance with s. 30.30(8), Wis. Stats., do any of the following:

a. Lease those facilities on an exclusive basis to owners of vessels, crafts or floats. The municipal port director, with the assistance of the commissioners of public works and city development, shall negotiate the terms of such leases, including the fair market rent, and submit the leases to the board of harbor commissioners for review and approval. Leases for one year or more shall be subject to review and approval by the common council.

b. License those facilities on a nonexclusive basis for use by owners of vessels or crafts. The board of harbor commissioners may issue such licenses in accordance with general terms and conditions established by the common council.

c. Establish short-term (less than 24 hours) rates for transient use of such facilities.

118-48. Opening of Bridges; Delays, Hours Closed.

1. DAYTIME REGULATIONS. Whenever between the hours of 6 a.m. and 8 p.m. persons, teams or vehicles have been delayed at said bridges 5 minutes by reason of said bridges being open for vessels to pass, it shall be the duty of the bridge tenders or other persons in charge of the bridge or bridges to raise the signal ball and immediately close the same and keep the same closed for fully 5 minutes for such persons, teams or vehicles to pass over, if so much time shall be required, when the same shall be opened again and be kept open, if necessary for vessels to pass, for the like period.

2. RUSH HOURS. Provided, however, that bridge tenders shall not open or swing any city swing, draw or bascule bridge across the Menomonee or Kinnickinnic rivers or S. Menomonee canal or Burnham canal or the Milwaukee river south of and excluding the Buffalo Street bridge between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m. Bridges across the Milwaukee river north and including the Buffalo Street bridge are hereinafter provided for.

3. EXCEPTIONS. a. For Certain Vessels. Provided further, that the exceptions as to hours stated in subs. 1 and 2 shall not apply to vessels having a license to carry 50 or more passengers when proceeding to or from their regular landing places on their regular trips, nor to vessels carrying United States mail, nor to fireboats of the city, nor to vessels belonging to the United States.

b. On Holidays. Provided further, that the exceptions as to hours stated in subs. 1 and 2 shall not apply on Sundays and the following legal holidays: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, and Christmas Day, or on the Monday following any such holiday when it occurs on a Sunday.

c. Advance Notice Required. Provided further, that for all bridges owned and operated by the city across the Milwaukee river north of and including the Buffalo Street bridge, the bridge tender shall immediately open the above mentioned bridges for the passage of foreign vessels and vessels of the United States as defined by s. 4311 of the revised statutes of the United States at all times during the day or night except between the hours of 7:30 a.m. and 8:30 a.m. and 4:30 p.m. and 5:30 p.m., only upon advance notice given by telephone or otherwise to the director of the operations division at least 2 hours in advance of time the vessel desires to pass through a draw upon signals to be given by 3 short blasts of a horn, steam whistle or other approved signaling device.

d. Fireboats. And provided further, that the exception to hours and advance notice stated in par. c shall not apply to fireboats of the city, nor to vessels belonging to the United States.

4. TIME DEFINED. The hours and time referred to in this section shall be central standard time; provided, however, when central daylight saving time is in effect, the hours and time referred to shall be central daylight saving time.

118-49. Signaling Equipment on Bridges, etc.

1. The commissioner of public works is required to provide, construct and arrange in the best and most practicable manner at each of the several bascule and swing draw bridges over the Milwaukee, Menomonee and Kinnickinnic rivers, and all other navigable waters of the city the following signaling apparatus.

2. On every swing drawbridge, a red light on each end of the draw piers, a red light placed as low as practicable on each free end of each protection pier, and a red light on each side of the pivot pier. The red lights on the sides of the pivot piers shall be placed where the pier is crossed by the axis of the bridge and below the floor level of the same. There shall also be placed on each of said swing draw bridges 3 square lanterns on top of the draw span, which shall be raised 15 feet above the top of the draw, and each shall show green along the axis of the draw and red at right angles to the axis. The said lanterns shall be so placed that when the draw is shut, there will be shown up and down stream 3 high red lights above the permanent low lights; when open, green lights will be seen in line up and down the stream where the permanent red lights showing the width of the openings.

3. On every bascule bridge, a red light on each end of the roller piers placed as low as practicable, and on each lift near the point where they touch and on the upstream and downstream sides a square lantern suspended free to swing behind a frame containing a circular panel of red and green colored glass, the frame to be attached to the end of each lift. Said last mentioned lights shall be so constructed, placed and arranged that when the bridge is closed there will be shown on the upstream and downstream sides 2 red lights close together in the center of the bridge and above the permanent low red lights; when completely open, 2 green lights will be seen at an elevation on each side of the opening and above the red lights, the latter showing the width of the opening. All of these lights shall be permanent.

4. On each abutment of all the several bascule bridges, a red ball and a bell; and on each swing draw bridge, at or near the center thereof, a red ball and a bell. Each such ball shall be attached to a staff in such manner that the ball may be raised and lowered; such staff to be erected in the case of bascule bridges on the bridge houses thereof, and in the case of swing draw bridges on the superstructure thereof. Such ball shall be of such size and so placed that when elevated, it can be readily seen from the river both above and below the bridge. Each such bell shall be of such size and so placed as to be heard a distance of 600 feet both above and below the bridge.

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118-50. Bridgetender Signals to Vessels.

1. BELL TO ACKNOWLEDGE VESSEL. Whenever any vessel approaching any of said bridges shall give the signal for the opening thereof, and such vessel shall be within 600 feet from such bridge, the bridgetenders on each side of such bridge if it be a bascule bridge, or the bridgetender in the center thereof if it be a swinging drawbridge, shall ring the bell or bells thereon. In case any such vessel when giving the signal for the opening of such bridge shall be more than 600 feet from such bridge, the bridgetender on each side of such bridge if it be a bascule bridge, or the bridgetender on the center thereof if it be a swing drawbridge, shall ring the bell or bells thereon before such vessel reaches a point 600 feet from such bridge. In case the bridgetender on any bridge shall know that for any reason such bridge cannot be opened, he shall not ring the bell thereon.

2. SIGNAL BEFORE OPENING BRIDGE. The ringing of the bell at the center of any swing drawbridge, or the ringing of the bells on both abutments of any bascule bridge, in answer to the signal from any vessel for the opening thereof shall be a signal to such vessel that the bridgetenders thereon are at their proper posts of duty and have heard the signal on such vessel, but shall not be construed to be a signal that such bridge will be opened for the passage of such vessel.

3. SIGNAL UPON OPENING. Whenever any vessel shall have signaled for the opening of any such bridge, and the bridgetenders thereon shall have rung the bells thereon as provided in sub. 1, the bridgetender or bridgetenders shall start to open such bridge before the distance between such vessel and such bridge shall have become shorter than the distance within which vessel can be stopped, provided that such bridgetender or bridgetenders shall not start to open such bridge until the same shall have been cleared of all persons using such bridge as a highway.

4. PENALTY. Every bridgetender or other persons in charge of any such bridge who shall fail or neglect to promptly raise or lower such bridge signal ball as provided in sub. 1, or who shall knowingly or intentionally fail or neglect to open any such bridge as provided in sub. 3, shall upon conviction thereof be punished by a fine of not less than \$5 nor more than \$10, or by imprisonment in the house of correction of Milwaukee county for not to exceed 30 days.

118-54. Bridgetender Signals; Day and Night.

1. DURING DAYTIME. a. To Open and Close Bridge. Whenever any such bridge shall be opened in the daytime for the passage of any vessel, the bridgetender or bridgetenders thereon shall lower the signal ball or balls thereon immediately after such bridge shall start to open. Before starting to close such bridge the bridgetender or tender thereon shall raise such ball or balls. Such balls shall be raised at all times except as above provided in this section.

b. To Proceed. The lowering of such ball shall be the signal to such vessel that such bridge will be opened and that such vessel may proceed toward such bridge; but no act on the part of any bridgetender or any other person in the daytime other than the lowering of such ball or balls shall be construed to be an invitation to any vessel to proceed to and through such bridge or as an indication that such bridge will be opened.

2. BRIDGE SIGNALS AT NIGHT.

a. Whenever any vessel shall approach any swing drawbridge in the nighttime, the appearance of 3 green lights in a line up and down stream above the draw of such bridge shall be a signal to proceed to and through such bridge.

b. Whenever any vessel shall approach any bascule bridge in the nighttime, the appearance of the green lights at the top on each side of the opening and above the low red lights shall be the signal to proceed to and through said bridge.

c. No act upon the part of any bridgetender or any other person in the nighttime, other than the appearance of said green lights as provided in this section, shall be construed as an invitation to any vessel to proceed to and through such bridge, or as an indication that such bridge will be opened.

118-57. Vessel Officer to Control Ship.

1. APPROACH TO BRIDGE. It shall be unlawful for the owner or owners, officer or officers, or other person or persons in charge of any vessel or vessels navigating the navigable waters of the city to approach any nearer to any of the bridges over the said rivers than to a point at a distance from such bridge within which such vessel can be stopped without colliding with such bridge while said signal balls are up or elevated in the daytime, or while said green lights are not displayed in the nighttime.

2. PENALTY. Any person or persons who shall violate any of the provisions of this section shall be chargeable with whatever damage may result to the city by reason of any such violation, and shall also be subject to a penalty of \$100 for each and every violation; and in case the same person or persons shall violate such provisions or any of them a second or more times, the court before which the trial is had may in addition to the penalty or fine authorized as aforesaid, also imprison such offender or offenders not exceeding 3 months.

118-59. Bridge Traffic to be Cleared.

1. PEDESTRIANS WARNED, ETC. Bridgetenders or persons in charge of bridges shall not close the same against vessels seeking to pass through until passengers, teams or vehicles have been delayed 5 minutes by the bridge being open.

2. BELLS TO BE RUNG BEFORE OPENING. It shall be the duty of the several bridgetenders of the city before opening the bridges, or either of them for any purpose whatsoever, to ring the bell or bells thereon.

3. AS WARNING SIGNAL. The ringing of the bell or bellson any of the bridges referred to in s. 118-49 shall be a warning and signal to all persons approaching such bridge on the highways leading thereto that said bridge is about to be opened, or is open, and that it is dangerous to proceed toward said bridge.

118-62. Pedestrian and Traffic Regulations Upon Bridge. 1. DRIVING ON DRAWBRIDGE PROHIBITED AFTER SIGNAL. Any person or persons who shall walk or attempt to walk on the draw of the aforesaid bridges, or propel any automobile, bicycle or other similar vehicle on the draw of the aforesaid bridges after the operator of such bridge has commenced to give the signal for swinging or opening the bridge, shall be deemed guilty of an offense and shall be liable to a fine of not more than \$100 nor less than \$25 for each and every such offense, or to imprisonment in the house of correction of Milwaukee county for not more than 30 days, in the discretion of the court.

2. LOITERING ON BRIDGE PROHIBITED. Any person or persons who shall stand or sit or loiter on any of the aforesaid bridges or the abutments or railing appertaining to the same, provided that the bridge is in passable condition, shall be deemed guilty of

an offense and shall be liable to a fine of not more than \$100 nor less than \$25 for each and every violation of this section, or to imprisonment in the house of correction of Milwaukee county for not more than 30 days, in the discretion of the court.

118-66. Maintenance and Repair of Bridges.

1. BRIDGETENDER TO REPORT DEFECTS. The bridgetender shall immediately report all defective and dangerous places upon their respective bridges and the approaches thereto which shall come to their notice, and in the performance of their duties they shall particularly examine such bridges and the approaches thereto, and make such report as aforesaid. Such report shall be made to the director of the operations division, who shall forthwith transmit said report to the office of the commissioner of public works.

2. DIRECTOR OF OPERATIONS DIVISION TO REPAIR. It shall be the duty of the director of the operations division, under the direction of the commissioner of public works, to repair and keep in repair all bridges belonging to said city, and to do and perform such other and further work as may be deemed necessary by the commissioner of public works, and to employ such men in the prosecution of said work, under the direction of the commissioner of public works, as may be necessary.

118-70. Harbor Island, Jones Island.

1. DEFINITIONS. In this section:
a. "Harbor Island" means those lands enclosed by the following boundaries: beginning at the intersection of the north shoreline extended and the east shoreline extended of the land containing the structure named the Marcus Amphitheater which is part of Henry W. Maier Festival Park and then around the shoreline of the island and its connecting causeway lying to the northeast.

b. "Jones Island" means those lands enclosed by the following boundaries:

b-1. On the east, - southerly along the irregular shoreline east of the Daniel Webster Hoan Memorial Bridge and/or South Lincoln Memorial Drive from the south side of the Harbor entrance and its intersection with the Milwaukee Metropolitan Sewerage District's right-of-way to the easterly extension of the north line of East Russell Avenue.

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b-2. On the south, - westerly along the easterly extension of the north line of East Russell Avenue, the north line of East Russell Avenue, the east line of South Superior Street, the north line of East Conway Street, the north line of East Conway Street extended to its intersection with the east line of the Chicago & North Western Transportation Co. right-of-way.

b-3. On the west, - northerly along the east line of the Chicago & North Western Transportation Co. right-of-way to its intersection with the shoreline of the Municipal Mooring Basin, then along the irregular west, south and east shoreline of the Kinnickinnic River and/or the Municipal Mooring Basin to the intersection with the Milwaukee Metropolitan Sewerage District right-of-way.

b-4. On the north, - easterly along the Milwaukee Metropolitan Sewerage District irregular south and east right-of-way, to its intersection with the south side of the Harbor entrance and the east boundary.

c. "Event" means any planned extraordinary occurrence or activity requiring reservation of a particular area of Harbor Island and includes, but is not limited to, festivals, parties, reunions, picnics, parades, processions, bicycle or foot races. It does not include use of playing fields on Harbor Island by athletic teams.

2. PERMIT REQUIRED. No person or group may use Harbor Island for an event without first having obtained a permit from the board of harbor commissioners.

3. APPLICATIONS. Applications for use of Harbor Island shall be obtained from and filed with the board of harbor commissioners.

4. FEE. See s. 81-59 for the required fee for a Harbor Island permit.

5. REGULATIONS. a. No person may consume, sell or offer for sale any intoxicating liquors or fermented malt beverages on Harbor Island or Jones Island.

b. Harbor Island shall be closed to the public between the hours of sunset and 4:00 a.m. During Summerfest and ethnic festivals, Harbor Island shall be closed to the public between the hours of 8:00 p.m. and 4:00 a.m. Hours of closure are as designated, or as directed by the board of harbor commissioners.

c. Jones Island shall be closed to the public between the hours of 8:00 p.m. and 3:00 a.m.

d. No person may sell or offer for sale any merchandise on Harbor Island at any time.

e. No motorized vehicles may be allowed on Harbor Island, with the exception of emergency and maintenance vehicles.

118-80. Boat Regulations, Milwaukee Harbor.

1. STATE REGULATIONS. The city of Milwaukee adopts ch. 30, Wis. Stats., and all subsequent amendments thereto, defining and describing regulations with respect to boating regulations upon the waters of the city and for which the penalty for violations thereof is a forfeiture only, including penalties to be imposed.

2. DEFINITIONS. In this section:

a. "Inner harbor" includes the Milwaukee River from Lake Michigan to the dam, and that portion across the dam to the city limits, and all those portions of the Kinnickinnic River and the Menomonee River, including the canals, water channels and slips as laid out and established by authority of the city charter and amendments thereto.

b. "Municipal Mooring Basin" includes those waters of the Kinnickinnic River lying south of the Harbor entrance and downstream from the Chicago & North Western Transportation Co. swing bridge.

c. "Outer harbor" includes all waters of Lake Michigan within the government breakwater, known as the "harbor of refuge" and all waters of Lake Michigan between the rubble mound shore protection south of the government breakwater and the lake shoreline of the city of Milwaukee.

d. "Waters of the city" means any navigable waters within the limits of this city. For the purposes of this section, the easterly boundary of the city of Milwaukee and its harbor is the center line of Lake Michigan coincident with the easterly boundary of the state of Wisconsin and said city limits are bounded on the north by East Edgewood Avenue extending to the center line of Lake Michigan and bounded on the south by an imaginary line 500 feet south and parallel to the center line of East Oklahoma Avenue extended to the center line of Lake Michigan.

3. SPEED RESTRICTIONS. No person shall operate a motorboat at a speed in excess of the posted notice established by regulatory markers as follows:

a. Five miles per hour, slow no wake, in the inner harbor.

b. Five miles per hour, slow no wake, in the McKinley mooring areas.

c. Five miles per hour, slow no wake, in the south shore mooring areas.

d. Five miles per hour, slow no wake, in the gaps of the government breakwater and in the breakwater rubble mound of the outer harbor.

e. Exceptions. Rowing teams shall be allowed to operate a motor chase boat at speeds up to 15 miles per hour in the following portions of the Milwaukee River system, provided that the chase boat does not operate within 100 feet of any vessel or floating pier within the river systems, except other rowing team vessels, within 150 feet of any vessel or floating pier within the Municipal Mooring Basin, or within the canal system:

e-1. On the Milwaukee River from the North Avenue Dam to the Pleasant Street Bridge.

e-2. On the Menomonee River from approximately North 25th Street east to the CP/Soo Line swing bridge at the confluence of the Milwaukee and Menomonee Rivers.

e-3. In the Municipal Mooring Basin.

f. Exemption. City-sponsored civic celebrations or temporary special events involving boating activities, such as jet skiing and water skiing, held on the Milwaukee River from the North Avenue Dam to the mouth of the Milwaukee River near the Lake Freeway, shall be exempt from the speed restrictions provided in this subsection.

4. **SPEAR GUNS.** No person shall fire or discharge or permit to be fired or discharged any spear gun within the limits of the city.

5. **LITTERING WATERS PROHIBITED.** No person shall deposit, place or throw from any boat, raft, pier, platform or similar structure any cans, paper, bottles, debris, refuse, garbage, solid or liquid waste or any other foreign matter in the waters of the city.

6. **SKIN DIVING AND WATER SKIING.** No skin diving or water skiing will be permitted in the inner harbor or outer harbor without a permit.

7. **SWIMMING.** No person shall swim within the inner harbor or outer harbor of Lake Michigan within the city. This subsection does not prohibit wading. "Wading" shall mean walking through water and keeping one's feet on the bed of the lake.

8. **PERMITS FOR ACTIVITIES WITHIN CITY LIMITS.** a. Daily permits for

motorboat regattas, motorboat races, water skiing or skin diving in the inner harbor or the outer harbor, exhibition speedboat trials, water ski or aquaplane exhibitions or aquatic events, shall be issued through the board of harbor commissioners, following notification of the Milwaukee police department harbor patrol by the municipal port director upon application made in writing provided that:

a-1. In the municipal port director's opinion such particular use of the harbor can be carried out in an orderly fashion without danger to all other vessels, craft or floats and other harbor uses and operations without undue inconvenience or jeopardy to the public.

a-2. The permittee or grantee shall agree to hold the city of Milwaukee harmless from any and all claims and causes of action arising out of damages to persons or property by reason of granting of such permit.

a-3. The permittee or grantee shall file with the board of harbor commissioners a certificate of insurance indicating the permittee or grantee holds a public liability policy in such amount, in the discretion of the municipal port director, as will adequately cover bodily injury and property damage but shall not be in excess of \$500,000 covering bodily injury to more than one person, \$100,000 covering bodily injury to more than one person during the event, \$100,000 covering property damage to anyone owner and \$200,000 covering property damage to all owners in any one event.

b. In the event the municipal port director denies an application for a permit, the application shall, upon written demand of the applicant to the municipal port director, be referred to the board of harbor commissioners for final determination.

c. Sailing craft, sailing races and sailing regattas are specifically exempted from these provisions; however, yacht clubs or any other organizations conducting events of this nature shall file, in triplicate with the harbor master, a schedule of sailing craft events not less than 48 hours in advance of the event.

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d. Boats and participants in such permitted event shall have the right of way on the permitted area and no other person shall obstruct such area during the event or interfere therewith.

e. A permit fee shall be paid in full for each permit issued. See s. 81-12.5.

9. MOORING REGULATIONS. a. Definitions. In this subsection:

a-1. "Anchorage" means the weight that holds the buoy or winter pole in place at the bottom of the harbor.

a-2. "Board" means the board of harbor commissioners.

a-3. "Buoy" means a floating object secured to the bottom of the harbor to mark a boat's mooring location.

a-4. "Mooring" means an arrangement for securing a boat to a buoy in water to maintain its location.

a-5. "Top of the scope" means a line that tethers a boat to a buoy.

a-6. "Winter pole" means a floating object secured to the bottom of the harbor to make a mooring during the winter months.

b. Authority to Regulate Mooring Areas. As provided in s. 30.773, Wis. Stats., the board may establish designated mooring areas in navigable waters.

c. Permit Required. No person shall moor a boat in the inner or outer areas of the Milwaukee Harbor, as defined in sub. 2-a and c, without first having obtained a mooring permit from the board.

d. Permit Applications. Applications for mooring permits shall be obtained from and filed with the board.

e. Permit Card. Each mooring shall have affixed to the buoy or winter pole, plainly visible above the water line, a non-removable, plastic permit card, with the permit number clearly visible. In addition, identical permit cards shall be attached to the anchorage and the top of the scope. The cards shall be a size and composition to be determined by the board and shall be furnished to the permittee by the board when the appropriate fee is paid.

f. Fee. See s. 81-75 for the required fee for a mooring permit.

g. Violations. Any mooring violating the provisions of this subsection shall be removed at the owner's expense. Any boat moored to an unregistered buoy shall be removed at the owner's expense and impounded by the board.

h. Penalty. Any person found guilty of violating the provisions of this subsection shall be subject to a forfeiture of not more than \$50 for the first violation nor less than \$100 for a second or subsequent violation in any permit year, from July 1 through June 30.

118-90. Commissioner of Public Works to Enforce. It shall also be the duty of the commissioner of public works, so far as in his or her power, to see that the provisions of this chapter are fairly and faithfully observed; and when necessary the commissioner shall call upon the chief of police for aid to enable the commissioner to do so.

118-98. Duties of Secretary to Harbor Commissioner. It shall be the duty of the secretary to the harbor commission to make a survey of the present and future needs of the city for harbor facilities, to secure the cooperation of any other agencies engaged in the promotion of this purpose, and to formulate plans and policies for the future development of the harbor resources of the city.

Milwaukee Harbor, River And Bridges 118- (History)

LEGISLATIVE HISTORY CHAPTER 118

Abbreviations:

am = amended
cr = created

ra = renumbered and amended
rc = repealed and recreated

rn = renumbered
rp = repealed

<u>Section</u>	<u>Action</u>	<u>File</u>	<u>Passed</u>	<u>Effective</u>
Ch. 118	rn from ch. 8	881465	11/18/88	12/9/88
118-30	rn from 2-99	881930	3/7/89	3/25/89
118-33	am	990242	7/13/99	7/30/99
118-47	am	892081	3/20/90	4/7/90
118-47	rc	990242	7/13/99	7/30/99
118-48-3-c	am	891613	12/19/89	1/13/90
118-68	am	891785	1/16/90	2/3/90
118-68	rn to 118-90	920422	3/2/93	3/19/93
118-70	cr	920422	3/2/93	3/19/93
118-80-2-b	rn to 118-80-2-c	912270	4/15/92	5/5/92
118-80-2-b	cr	912270	4/15/92	5/5/92
118-80-2-c	rn to 118-80-2-d	912270	4/15/92	5/5/92
118-80-3-e	cr	912270	4/15/92	5/5/92
118-80-3-f	cr	922077	5/4/93	5/21/93
118-80-9	cr	910672	11/25/91	12/13/91
118-90	rn from 118-68	920422	3/2/93	3/19/93
118-98	rn from 2-98	881930	3/7/89	3/25/89

[Pages 810 to 812 are blank]